

A JOURNEY ACCESS TOOL TO FACILITATE BETTER HEALTH OUTCOMES FOR PEOPLE WITH DISABILITIES THROUGH AUDITS OF MOBILITY-RELATED ACCESS



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Disability

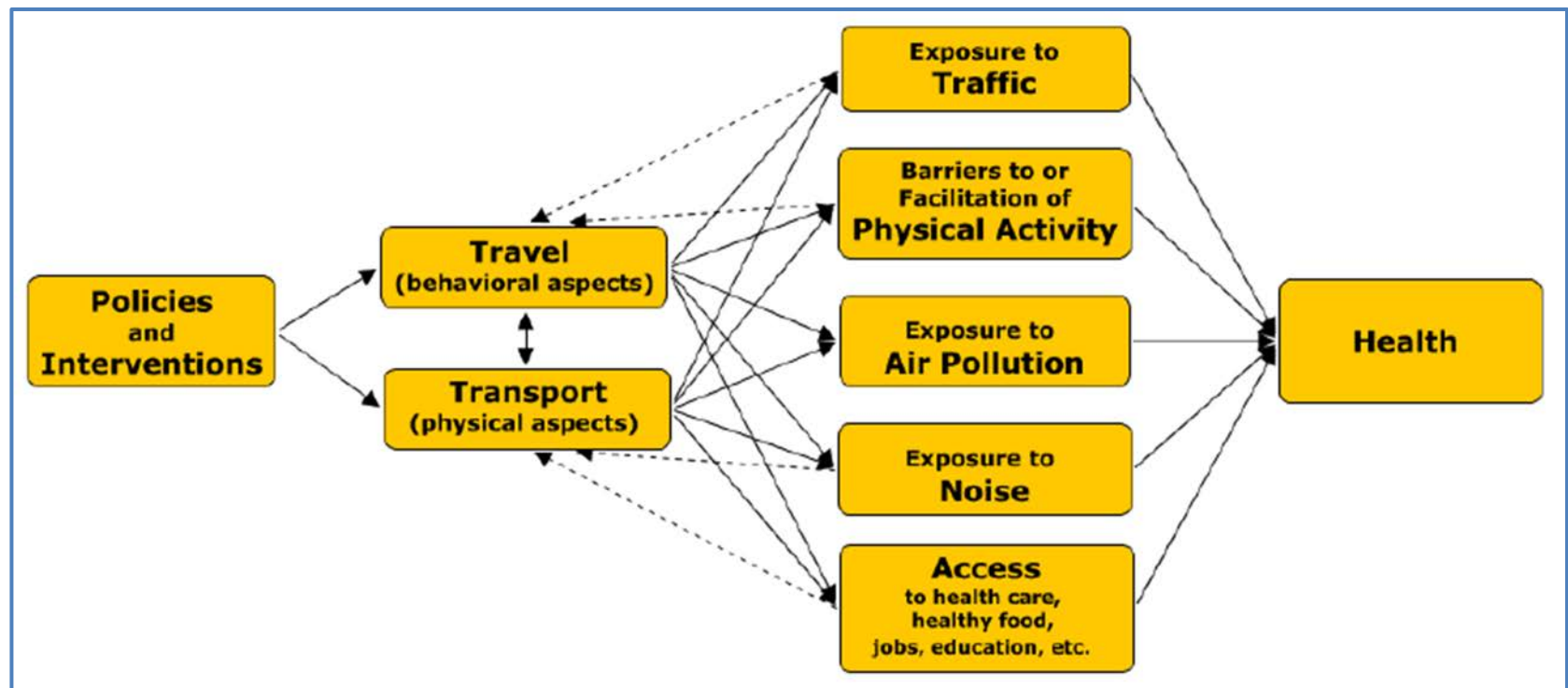
- Complex, dynamic and multidimensional concept (WHO, 2011)
- 15% of people are reported to have a disability (WHO, 2011)
- 80% live in developing countries
- Many live in poverty and are some of the most marginalised people in society
- Over 90% of children with disability in developing countries do not go to school (UNESCO, 2012)



<http://blog.roymatheson.com/Portals/85919/images//disabilities%20signage-resized-600.jpg>

Transport, Access and Public Health

- Exposure to traffic, barriers to physical activity, access to health care, jobs, education etc, affect public health



Source: Götschi & Kahlmeier, 2011, Figure 1, p. 8

Issues in Developing Countries

- Tendency to build roads without crossings or walking routes
- The increase in motorization has resulted in roads becoming more dangerous for pedestrians and cyclists (WHO, 2015)
- Poor traffic management: mixture of traffic, the “absence of adequate planning and implementation skills” and the status of traffic control in bureaucratic structures (Gwilliam, 2003)



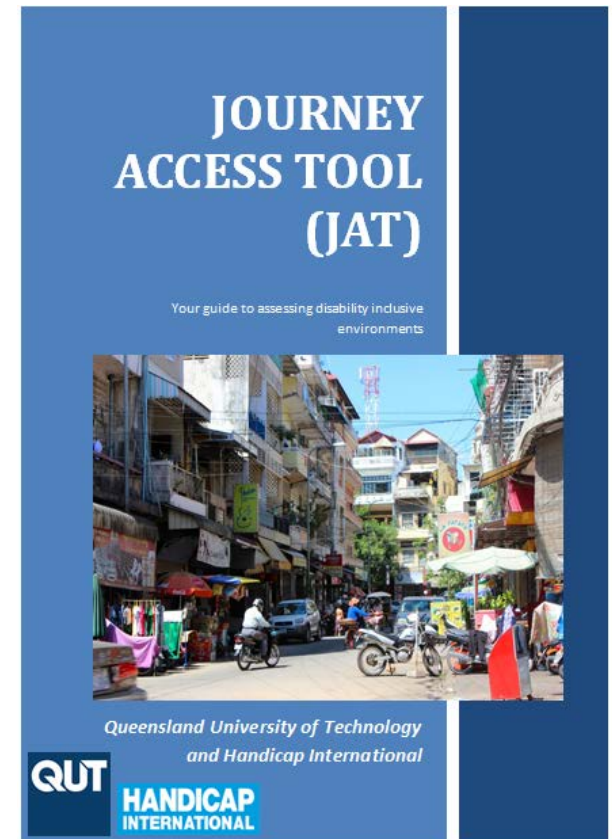
Barriers to Access

- Major barrier: lack of dependable, suitable, accessible and affordable transport
- Buses and taxis may be hired: often no space to accommodate wheelchairs and not economical
- Physical access for people with disability in developing countries can be problematic
- But also routes:
 - Uneven
 - Cracked
 - Narrow
 - Poorly maintained
 - Rubbish
 - Tradespeople
 - Vehicles

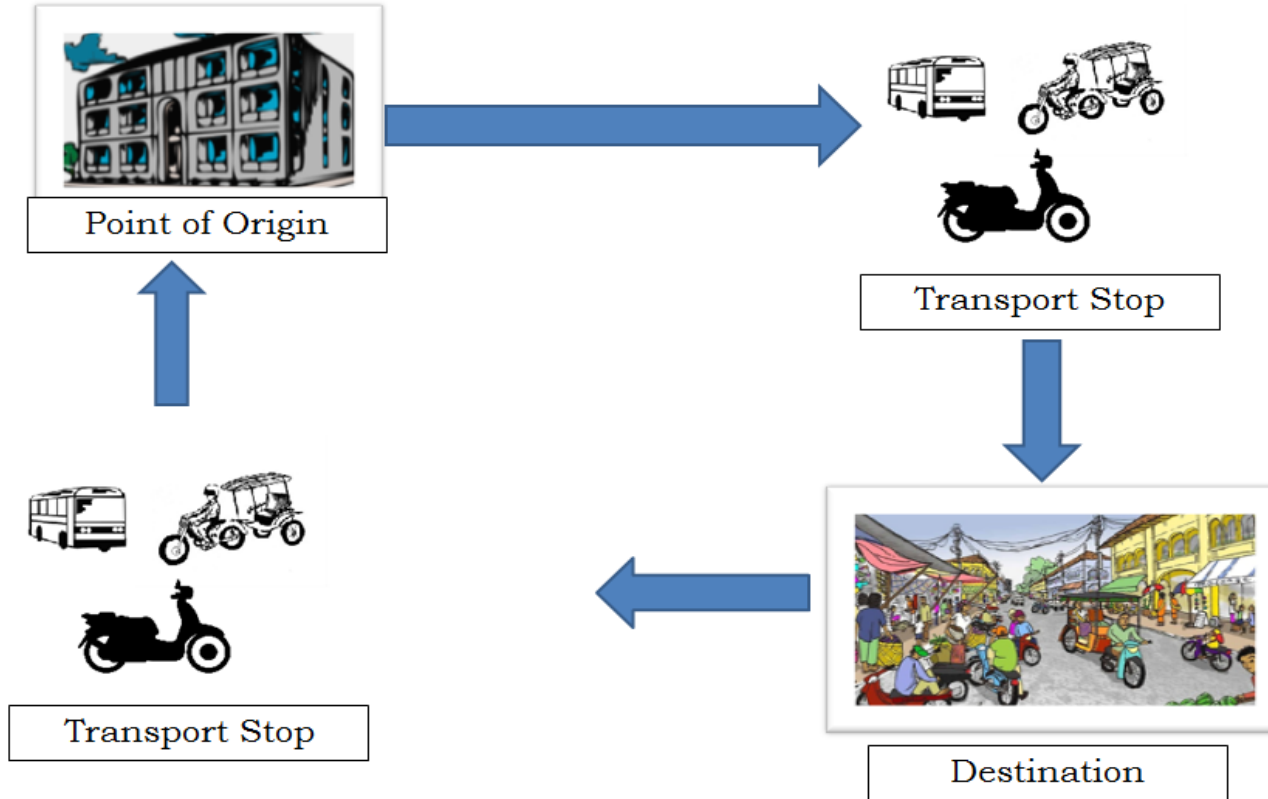


Proposed Tool: JAT

- Access tools identified in literature: Western contexts
- Difference when examine built environment, warranting the development of a tool
- In discussions with Handicap International an Audit Tool has been developed:
 - Incorporates road safety audit elements and principles
 - Projected to be cost effective
 - Adaptable to different contexts
 - Provides universal design guidelines, but focus on whether the design and facilities are useable
 - Consultations with NGO ensure cultural and contextual appropriateness
 - Simple design means it can be used by laypeople and professionals



Observation Points

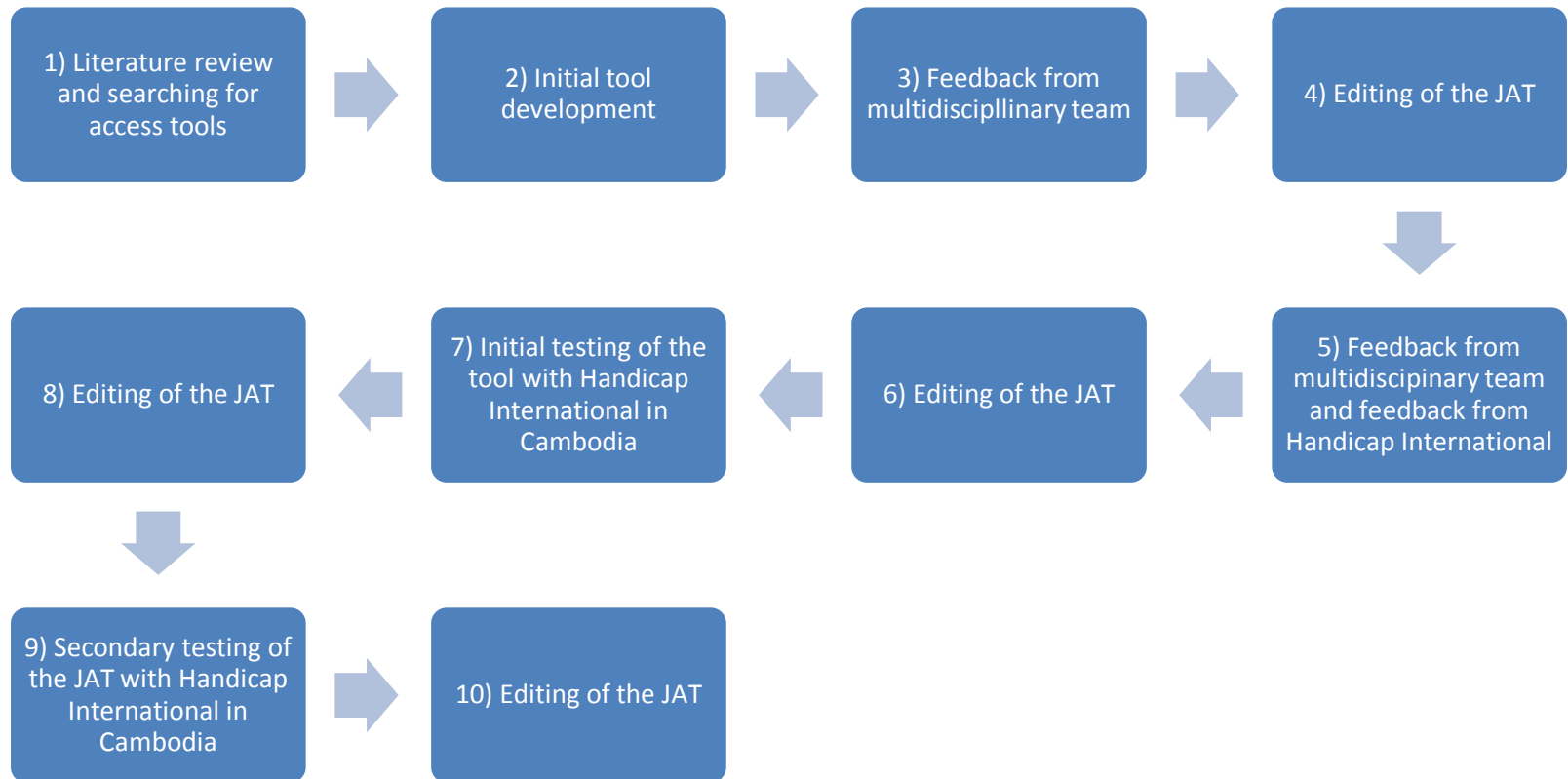


Methods

- Literature search
- Initial tool based around the UN Enable's *Accessibility for the disabled: a design manual for a barrier free environment*, but too complex for DPOs - specific measurements and non-lay terms
- Questions were simplified and divided:
 - getting to the transport stop
 - intersections and crossings
 - accessing the transport stop
 - access and boarding
 - access to formal stops
 - public transport staff
 - from the transport to the destination.
- Feedback was taken from the multidisciplinary team, questions were once again simplified and condensed.



JAT Research and Trial Process



Second Trial

- The second trial of the JAT occurred on the 29 May, 2015 and included eight people with different disabilities; including mobility impairment, visual impairment and physical impairment.
- An accessibility officer also participated
- The participants followed two different journeys and used two different bus lines.



Second Trial Results

- Repetitive items have been deleted
- Recording (apart from photos) limited to specific points:
 - When transport stop is reached, the journey there is recorded (allows for an overall summing-up rather than a lot of detail)
 - While on the transport (e.g. bus), entry and travel are recorded
 - Once the final destination is reached, exit from the transport and journey to the destination are recorded
- Important: responses are from the point of view of the PWD
 - a separate debrief of the assistants allows them to comment on whether their perceptions differ



Additional Benefits

- Access problems for people with disability are “the tip of the iceberg”; other people may experience similar issues
- Improved accessibility for PWD may benefit a range of other groups:
 - Senior citizens; who may have difficulties with mobility, vision and hearing
 - People using bicycles; where footpaths and ramps are established and maintained
 - Children, pregnant women and individuals with temporary injuries
 - Greater access to healthcare, education and employment



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